

60,130-1825; 02MRA0403

IN THE SPECIFICATION

Please make the following changes to the referenced specification paragraphs:

[20] Figure 1 illustrates in cross-section a portion of a vehicle interior lining in the form of a roof liner as a part of an entire roof module. The vehicle interior lining has a large surface area and is structured as shown in Figure 1 in the cross-section across the entire, or virtually the entire, surface. Toward the vehicle interior space, only a ~~the~~ decorative layer 10 formed of a cloth permeable to air or an air-permeable imitation leather is visible. Directly adjoining a ~~the~~ rear side of the decorative layer 10 is a barrier layer 12 of open-cell foam. Directly adjoining the rear side of the barrier layer 12 is again a foamed layer 14 which consists of polyurethane (PU) material and is directly applied to the barrier layer 12 by a back foaming process.

[31] In Figure 3, the spacer 18 is shown schematically as a double wavy line. The spacer 18 may be comprised of, for example, a plastic mat whose open cellular structure forms an irregular spatial grid which, judging by appearance, is similar to an osteoporosis bone structure. Preferably, ~~The spacer 18 preferably is~~ a PU polyester foamed in a nitrogen atmosphere and having a low initial density of 20 kg/m³ when foamed, a compression hardness of approximately 20 kPa, a cell number of about 13 cells per cm³, a tensile strength of about 230 kPa and an elongation at break of approximately 70%.

[33] The positioning can be carried out, for instance, in the upper mold half and by means of a tensioning frame so that the barrier layer 12-14 is situated at the side of the upper mold half facing the lower mold half. As a next step, the water-like liquid PU plastic mass, which has been mixed thoroughly in a mixing head, is applied to the fiber mat 16. The liquid plastic mass instantly infiltrates the fiber mat 16 and the spacer 18 and directly contacts and partially penetrates the barrier layer 12. The upper mold half of the foaming mold is then laid on the lower mold half and the foaming mold is tightly sealed. Due to its elastic properties, the spacer 18 in combination with the displacement forces of the expanding plastic foam ensures that the optionally patterned surfaces of the mold halves will be reproduced. When a selected reaction

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time is over, the foaming mold is opened and the resultant one-piece vehicle interior lining is taken out of the foaming mold.